(a) whether it is a fact that there has been pilferage of duty free stock worth Rs. 15 crores per annum, on board of Air India aircrafts, if so, the details thereof;

(b) whether Air-India has a Vigilance Branches functioning for investigating in-house irregularities;

(c) whether the Vigilance Branch has identified the modalities of such pilferages, if so, the number of cases detected by the Vigilance Branch; and

(d) whether Air-India has taken any action against the staff who were involved in pilferage activities. Department-wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) While some cases of pilferage of cabin stores items have been reported, it is not possible to quantify the loss on this account.

(b) Yes, *Sir.*

(c) As part of preventive Vigilance and to check possible pilferage of cabin stores items, necessary security check of cabin crew was agreed to! during the recent negotiations between the Managment and the cabin crew Association.

(d) Some cabin crew have been dismissed from service for pilferage of crystal glasses, whisky etc

Agreement between Air India and Cabin crew

3259. SYED SIBTEY RAZI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether some agreement bet ween management of Air India and Cabin crew has been signed in the recent past;

(b) if so, the details thereof;

(c) whether this agreement would now in;rease the productivity as well as the airline's services,

(d) if so, the details thereof;

(e) whether the passengers will not be subjected to any inconvenience in future with the signing of this agreement; and

(f) if so, the details thereof.'

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Agreement entered into between the Air India management and the cabin erew association in March, 1995 aims at improvement in productivity and efficiency of cabin crew and provision of better service the passengers. Several changes in the pattern of orew deployment security checks and weight checks, positioning of stand by cabin crew and abolition of sepa—rate job designations for Assistant flight pursers and Air Hostesses etc. have been agreed to. However, it is not possible to quantify the benefits of the new arrangements at this stage.

(e) and (f) The objective of this agreement is to provide better service to the passengers.

Increase in room tariff fey Hotels in Bombay and Delhi

3260. SHRI RAJUBHAI A. PARMAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that room tariff is fixed by the Hotel owners as per the guidelines of the Department of Tourism;

(b) if so, what are the details thereof;

(c) whether Government are aware that many Hotels in Bombay and Delhi have increased room tariff recently without consulting the Central Government; and

(d) if so, what are the names of such Hotels with the increase in tariff rates and what action is proposed to be taken against such exorbitant room tariffs?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) to (d) The Government does not regulate hotel tariff. The hoteliers are, therefore, free to fix their room tariff in their commercial judgement.

Age of aircraft flown by private airlines

3261. SHRI RAJUBHAI A. PARMAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to the age of aircrafts being flown by all the private airlines as published in April, 1995 issue of 'Top Tourism Bulletin';

(b) if so, what is the average age of aircrafts being. use by these Air Taxi Operators; and

(c) whether Government would consider fixing the maximum age of an aircraft allowed to fly in the country and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.-

(b) A statement showing the average age of fleet of each private airlines/air taxi operator is enclosed. *(See* below).

(c) No life is specified for modern transport aircraft. The aircraft may continue in operation as long as they continue to be maintained in an airworthy condition in accordance with procedures prescribed by manufacturers. However, the Director General of Civil Aviation has fixed the maximum age of aircraft to be imported into the country as follows:

(i) For pressurised aircraft 15 years| 45,000 cycles or 75 per cent of design economic life.

(ii) For unpressurised aircraft 20 years.

Statement

Average Age of fleet of each of private Airline/AIR Taxi Operatons

S. No.	Operator	Type of aircraft Pressurise1 (P) Non-pressurised (N)	No. of Aircrafts	Average age (Years)
1.	Aerial Services	Beech Jet 400 (P)	2	7
2.	Archana Airways	DHC-8 (P)	1	5
		L 410 UVP E 9 D (N)	3	3
3.	Damania Airways	Boeing-737-200 (P)	2	15
		Boeing-737-282 (P)	2	12
4.	Delhi Gulf Airways Services	Ecureuil as 350S (N) Helicopter	1	13
5.	Eastwest Airlnes	Boeing-737-200 (P)	7	15
		Fokker F-27 (P)	2	15
		Fokker F-27 MK 500 (P)	1	15